Cambridge, Mass.

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 27. CLEVELAND, O., JULY 2, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The tug Charles Henry struck the Central Way bridge on Tuesday about $25 worth.

Messrs. J. A. and L. P. Smith will begin work on their contract to improve Ashtabula harbor this week.

Flags were at half mast out of respect to the memory of Captain Hugh McEachran, mention of which will be found in another column.

William H. Radcliff, shipbuilder, his wife and son Lewis and Mr. E. Hazen and Miss Clara Mathews have gone on a cruise on the upper lakes.

Edward Maguire, Captain of Engineers, U. S. A., advertises for bids for the repair of Buffalo breakwater. The advertisement will be found in another column.

The schooner Helena is getting a new mizzen topmast at the Globe drydock, to replace the one taken out by collision with the viaduct draw while in tow of a tug in May.

Captain Delos Waite, of the propeller Empire State, brought in the body of a sailor man found floating in the lake, between Cleveland and Fairport. It was taken to the morgue.

Captain R. Greenhalgh secured a contract, signed by the masters of forty or more boats, by which he will do all the canal towing for the ensuing year. This work was heretofore done by the tug Castle.

We were last week made the happy recipient of a fine crayon picture of the tug Record, which we are glad to say gives us much pleasure. The work was done by Mr. R. Wilcox and shows a conception of marine painting that will hereafter reflect much honor upon him.

Captain George McKay has placed one of Meade & Thomson's feed water purifiers on the steamer Townsend, after having demonstrated its merits on the Sparta, both as a means of preventing the formation of scale in the boiler and consumption of coal.

The new steel steamship Tioga arrived here this morning with flags flying, took on fuel and departed. She is a noble craft and was visited by a large number of lake men while she was here. A description will be found in another column.

The survey of the burned tug American Eagle took place this week, Messrs. Miller, Murphy and Dracket doing the work, who found that she was damaged to the extent of $2,500, which is covered, $1,000 by the Mercantile of this city; $1,000 by the Toledo fire, and $700 in a Columbus company, through the office of W. B. Scott & Son, who promptly paid the liability.

At Globe drydock the steambarge Cleveland has had her wheel tightened and her butts calked; the steamer J. R. Whiting had her butts calked. The S. V. R. Watson, recently on at Huron Island, is in dock, getting her bottom recalked from light water mark down, thirty or forty feet new keel aft and refastening, forty feet of garboard, rudder repaired, and new mizzen gaff. Survey was held yesterday forenoon, by Captain C. E. Benham and John Dracket but has not yet been agreed upon.

The schooner Guiding Star, Captain Cole, which was reported lost from the tow last week, sailed down and arrived here in good shape.

PORT HURON.

The propeller Scotia, which ran aground near Kincardine, Lake Huron has gone into drydock here. There is a hole in her bottom and three of her frames are broken.

The schooner M. Fillmore, recently purchased of John Sullivan, of Detroit, has received an extensive overhauling at Dunford & Alverson's yard. She has been thoroughly calked all over and has received new foro and mainmasts. She is expected out as a schooner on Wednesday.

CHICAGO.

Special to the Marine Record.

The schooner Adirondack, Captain J. Walker, when lying at T. W. Harvey's dock, gas house slip, Saturday afternoon, had her main mast struck by lightning. It was broken off at the mast head below the tressel trees. She had just finished unloading and would have been towed down the river for another trip across the lake, instead of which she was towed to the Chicago Company's ship yard, where she is getting new main and mizzen masts which will make her a three and after instead of a fore and after as heretofore.

The schooner St. Lawrence was in one of the Chicago Drydock Company's docks for a new piece of keel.

The steambarge H. J. Coffinberry, when going up the river Monday morning, collided with the schooner Col. Ellsworth, lying at the lumber market, unshipping the latter's spritsail yard and damaging her jibboom.

Another accident at Rush street bridge was nearly occasioned Saturday at midnight, through the carelessness of the bridge tender. The schooners Isabella Sands and Cuba were coming up the river in tow of the tug Chicago; immediately the Sands had got through the draw, the bridge commenced to close against the Cuba, and had not Captain Gunio shouted with a voice like thunder to the bridge tender to stop swinging the bridge, undoubtedly a mast or two would have been taken out of the Cuba.

The survey on the schooner Bertie Calkins, which was recently run down by the tug Joe Perritt, develops the fact that repairs will cost $2,300 or more. She was struck on the starboard side, amidships, and cut down from the rail to the bilge.

Thomas Scott and S. T. Atwater have sold the schooner Bay State to J. Skeels, of Chicago, for $3,800.

Captain Frank Moffat, President of the White Star Line of Detroit, to which the steamer Saginaw formerly belonged, arrived June 27 on business connected with that vessel.

Dr. Rowles, of the United States marine hospital service, will shortly resume charge of the office in the Government building.

As the new barge office nears completion there are many rumors afloat of the intention of the collector to remove the entire marine department, the vessel inspectors and the hospital office into it. The change would be quite acceptable to marine men.

Judge Dyer, of Milwaukee, has decided that a seamen can not be discharged until the vessel in which he is sailing returns to the home port, unless provision has been made for the transportation of the sailor back to that point.

The propeller B. W. Blanchard, when going down the river Saturday afternoon, collided with the steambarge J. E. Potts, near State street bridge, coming up. The Potts got some slight damage to her bulwarks on the starboard bow.

The largest lumber fleet of the season was on the market Monday. Among them were the steambarge J. E. Potts, Captain McKenzie, with 560,000 feet of lumber from Barraga, Lake Superior, and the steambarge Silvanus J. Macy, Captain M. W. Gotham, with 620,000 feet of lumber from Ashland and her tow, the barges Ishpening with 375,000 feet of lumber, and John Burt with 359,000 feet of lumber from Duluth.

Booth's new fishing yacht Frank Anderson was launched at the foot of Sixteenth street to-day. She is built to be a speedy craft.

O. W. Shipman of Detroit has filed a libel in the United States district court against the steamer Saginaw in a claim of $590. He alleges that he furnished the vessel with coal and other supplies which have not been paid for.

Andrew L. McGraw, owner of the schooner Fleetwing, has brought suit against H. A. Tiffany for the recovery of $400 for freight and demurrage. He claims that his vessel was detained by the defendant at Pine Lake several days and compelled to sail to Chicago without the balance of her cargo of maple lumber.

The tug Paddy Murphy has been laid up to await better times.

At Miller Brothers' drydock the tug John Gordon was in and had her bottom and deck calked; the schooner Moselle is in, getting her decks and deck frames pulled out. She will have new deck frames and decks, some new stanchions and bulwarks, and plank in her bottom, new fore topmast and jibboom and a new outfit. The tug Sheriffs was at the derrick and got a leak stopped and her stern bearing fixed; the schooner J. Bean, Jr., got a new windlass; the schooner I. M. Forrest a new gaff; the schooners J. Mixer, O. Shaw, North Cape, and C. P. Minch, barge Active, steambarge Emma E. Thompson and tugs Black Ball and Satisfaction got some repairs.

R. Powers, president of the seamen's union, last week purchased some more lots in Graceland cemetery. More than sixty union sailors have already been buried there. Nothing gives poor Jack more satisfaction than to know that if he does not go to Davy Jones' locker, he will have a good place of burial.

The steam yacht Sigmr, owned by M. S. Smith, Esq., of Detroit, arrived at this port on the 25th. Her owner was accompanied by several gentlemen from Detroit. The Sigma is a splendid looking craft, and is elegantly fitted and furnished.

J. C. Ambler, secretary of the citizens' association of this city, has called the attention of the several tug owners to the unnecessary loud and continued whistling of their tugs, and asked them to endeavor to put a stop to some of it, and the owners have determined to use every possible effort to have the nuisance abated.

The propeller City of Traverse left this port Saturday with a large number of passengers for Traverse City.

The schooner J. V. Taylor, Captain Hanson, arrived at this port Monday with four men on board whom he had picked up in Lake Michigan. They were William Horner, artist, of Grand Rapids, and Thomas Ray, Walter Horner and Henry Bean, of Manistee. They left Manistee last Saturday afternoon on the yacht Water Witch for a pleasure trip to Sturgeon Bay. About 10 p. m. a squall struck the yacht and capsized her. One of the men clung to the yacht and the other three managed to swim to the small boat, fastened astern, where they remained until Captain Hanson rescued them Sunday morning.

The schooner G. Ellen, Captain G. Nelson, was towed into this port Sunday night, badly damaged, and with one of her crew injured. She had been in collision with the schooner Z. Y. M. C. A., about forty miles northeast of Chicago, about 4 a. m., Sunday. The Ellen had her jibboom, bowsprit and headgear carried away, and her stem, rail and bulwarks on each side badly damaged. Edward Nelson, the man injured, was coming up out of the forecastle at the time of the collision, and was badly crushed by the broken timbers. The Z. Y. M. C. A. did not receive much damage.

Mr. J. McCarthy, harbor master at this port, has been appointed superintendent of bridge tenders by the city authorities. They have put in a good man who will see that justice is done to all parties.

The small propeller Twilight sunk at the dock near Kinzie street bridge Monday.

Transfers and sales recorded at Chicago Custom House, June 25: Steamer Grace Grummond, bill of sale, whole, $5,000; Peter O'Connor to Frank H. Parker.

WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

Shortly before 11 o'clock Sunday, fire was discovered in the hold of the propeller B. W. Blanchard, Captain James W. Pratt, belonging to the Union Steamboat Company at Buffalo. The flames worked their way to the engine room and thence to the middle gangway, first underneath the second deck, and afterward between the first and second. The fire department was called out, and soon after seven engines worked away. Access to the deck was very difficult, however, owing to the many freight trains standing in front of it. The narrow stairways around the hurricane deck, and the intense heat and smoke emerging from them, served as great hindrance to fight the fierce element in its own quarters. Divers have been at work patching up the propeller B. W. Blanchard and a canvas jacket has been put on her starboard side. There are several bids for her damaged corn cargo, but it is not known yet where she will unload. Her entire main deck is under water, and on the starboard side forward her upper deck is within a foot of the surface. Her cargo is all afloat and considerable floated into the river through the open gangways. The damage to the boat cannot be known until she is unloaded. Her cabin on the upper deck aft and her engine room are destroyed; her upper deck, main deck, and ceiling of the after compartment are badly damaged, and also the ceiling in the after hold. Her machinery is in bad shape. The damage to boat and machinery is estimated at $5,000. The cargo will only be a partial loss, but it will reach $25,000. The cargo is insured. Origin of the fire is unknown, but is supposed to be spontaneous combustion in her fire hold. The Blanchard was built in Cleveland by. J. Martin in 1870, owned by the Union Steamboat Company of Buffalo, measured 1142 tons and was valued at $50,000. The tug Welcome in hurrying to the Blanchard struck West Water street bridge and crushed into it several feet. The bridge was crowded with people at the time and a panic prevailed, but no one was seriously injured. She had $36,000 fire insurance on her hull.

The propeller Michigan, which foundered in the ice off South Haven last winter, proved to be a very costly risk to the insurance companies. Last fall she ran against a pier at Grand Haven and damaged herself to the extent of $10,000, and when she sank the pool had to pay an additional $75,000, or the total amount of insurance on her hull, These amounts have all been paid over to the Detroit and Milwaukee railroad company in full. The propeller Wisconsin, of the same line, also lost the insurance companies a good round sum, about $25,000, and she, too, was nearly wrecked. But the losses of the pool were a mere nothing when compared with the loss of the railroad company. In addition to nearly $75,000 on the Michigan, they lost about $350,000 through the ice blockades of the winter.

The schooner Butts will be let out of the drydock at Wolf & Davidsons yard to-night her repairs are all finished and she is in better condition now than ever, with new box, planks, calking inside and out, new paint, etc. Captain Joe says she is as slick as she can be. He has superintended all the work himself and that is a sufficent guarantee that it is well done. Send us some more like Captain Joe Kendrick, old Boreas, we pray you.

The tug Crowell of Manistee is in dock at Wolf & Davidsons main yard and the steambarge Borroughs is also having some repairs made to her upper works.

The schooner Butts goes to Escanaba to load ore for Lake Erie ports upon her release from the dock.

Under the main deck of the Blanchard a sort of choke damp had formed and three men succumbed to this while at work. They were taken out with difficulty. One, George Powers is dead.

Q.

Vesselmen

SHOULD HAVE

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MARITIME LAW.

NEGLIGENT MANAGEMENT BY A TUG THE CAUSE OF A CASUALTY—MUST PAY THE DAMAGES.

United States District Court, Philadelphia.

On January 30, the British bank Osage, of Picton, Nova Scotia, dropped anchor at the Delaware Breakwater. She had arrived from Trinidad with a cargo of asphaltum, and was bound to Philadelphia. Before daybreak, the next morning, the steam tug Argonauta came alongside, seeking a tow. A bargain was struck, by which the tug was to tow the bark to Philadelphia for $150. The bark began to heave up her anchors, and the tug laid by until they were hove short, when the latter made fast to the hawser of the bark. Shortly after the towing began the bark grounded on the "Shears," a shoal just within the entrance of the bay. The hawser broke, and as the sea was heavy, it broke with great force over the bark, which, in the meantime, was pounding heavily upon the shoal. Three tugs, the Protector, Inca, and the Iris, went to her assistance, and, after breaking several hawsers, succeeded in pulling off the bark without the assistance of the Argonauta. The bark was found to be leaking, and after shipping an extra crew, she started up the river, and arrived at Philadelphia.

Captain Shearer of the bark brought suit against the Arganauta, alleging negligent management by Captain Hallinger of the Argonauta.

The damages claimed from the tug amount to about $9,000, of which $3,000 are for salvage for the three tugs which took the bark off the shoal, and $6,000 the cost of repairs.

The case was argued before Judge Butler. It was there charged that the accident was due solely to the negligence of the tug boat captain in steering a course nearly due north, which landed the vessel on the shoal, when in point of fact, he ought to have taken in a southern and easterly direction, he having been well acquainted with the bay, and the bark having no pilot on board, although she had been signaling for one. The reply of the tug was, that the hawser furnished by the bark was weak and defective; that the tug took hold of the bark to turn her to the eastward—away from the shoal—but before the bark was fairly turned, the hawser broke and the bark drifted upon the shoal.

Judge Butler, on the 19th inst., decided in favor of the bark, and said:

"The bark Osage anchored near the breakwater in Deleware Bay, and soon after engaged the respondent to tow her to Philadelphia. The bark's hawser was taken, and the tug started on her course. A short time later the bark struck bottom, the hawser parted, and she drifted upon the shoals, sustaining some injury, and being subjected to considerable charges in getting off. Compensation for this injury and these charges, she claims from the respondent.

"The defense is that she was anchored in a dangerous place, from which she could not be removed without, striking, and that the hawser was defective.

"The first branch of this proposition is not sustained by evidence. While the testimony of Captain Hallinger of the tug tends to support it, he is not sustained by surrounding circumstances and flatly contradicted by several witnesses, who swear directly and positively to the fact. It seems incredible that Captain Hallinger should have said nothing of the danger at the time if it existed. It concerned him very seriously, as well as the libelant imposing, as it did, on both the necessity for especial caution in the work about to be commenced. He accounts for his silence by saying that he desired to avoid the appearance of forcing his services on the bark, or exaggerating their importance. This is an admission that he believed the bark to be ignorant of her danger; that she had not touched bottom at the time; and is, furthermore, an indication of a degree of modesty very unusual to the captains of tug boats. To withhold such information, under such circumstances, would be highly improper, and it cannot be believed that a captain would do so.

"The master of the bark and his officers say that he entered the bay in pursuance of the directions in the chart taking bearings from the breakwater light and soundings as he proceeded, and came to anchor. There is no reason in my judgment, to doubt that he anchored where his testimony points out,—a place showing three and one-half fathoms, at low water, marking, as the witnesses say, about five fathoms when he reached it,—the tide then being up.

"But if it were true that the bark lay where Captain Hallinger alleges, this fact would afford no excuse. He knew the locality familiarly. If it was not safe to undertake her removal at the time, he was guilty of gross negligence in attempting it without informing her master, and thus allowing him to judge of the risk, and the propriety of moving, or remaining where he was. He also knew that in a short time the tide would be up, and her removal, with proper care, be entirely safe. He had but to wait for a brief period and then bear southward to find ample water. Instead of this he concealed the danger, started with the water at its lowest condition, and according to his own statement, ran a course that neces sarily must, as it would seem, take him into shallow water

"The other branch of the defensive proposition, that the hawser was defective, is no better supported. The decided weight of the testimony is against it. Bringing the hawser into court for inspection is not a proper methed of ascertaining its condition; the question is one for experts. To the extent of the information before me, the conclusion is against the respondent. The hawser appears to have been nearly new and amply sufficient for towing the bark while afloat. If the master of the tug expected to tow her on the bottom (at times,) as may be inferred from his testimony, he should have so informed her master, and exercised extraordinary care respecting her fastenings. It might have been a serious question, under the circumstances, whether one hawser of ordinary strength would be sufficient. It is unnecessary to enlarge on the subject. As already indicated, I believe the bark was safely anchored with ample water for maneuvering and getting away; that the hawser was of ordinary strength; that the disaster occurred from the tug's failure to keep sufficiently soutward in starting—hugging the shoals too closely—in the desire to shorten his course; and that, if Hallinger is right respecting the bark's anchorage and situation, then it resulted from his failure to await the effect of the tide, and to inform the bark of the danger of moving at the time. A decree must be entered in favor of the libelant."

A CASE FOR THE TREASURY DEPARTMENT.

The commander of the United States revenue cutter Fessenden has filed complaint with Collector Livingston at Detroit against the Detroit & Windsor ferry steamer Excelsior, alleging that the Excelsior did not sound her whistle just previous to passing the cutter while coming out of the harbor at Toledo on Saturday. Captain Wilkinson, of the Excelsior, claims that the charge is unjust and explains the circumstances substantially as follows: The Excelsior left Teledo at 12:30 p. m. on Saturday, and as she approached the lower bridge on her way out she sighted the cutter and straightened up to pass through the right hand draw. The Excelsior signaled the Fessenden, when half a mile away, to pass on the port side, and the Fessenden responded, although the sound was but indistinctly heard, as a strong wind was blowing from the southwest. The presumption is that the commander of the Fessenden did not hear the Excelsior's signal and supposed that his own was the first one sounded. When the Fessenden reached Detroit the matter was reported to the collector, who served notice on the ferry company that it has been fined $50. The amount will not be collected until the difficulty has been inquired into by the Treasury Department. The ferry company will take the affidavits of the officers and crew of the Excelsior, which will be given to Collector Livingstone for transmission to Washington.

TREASURY DECISIONS.

VESSELS—CHANGE OF NAME.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., May 19, '85.

Sir: This office is in receipt of your letter of the 7th instant, transmitting an application from * * * for permission to change the name of the so-called steam yacht "Genesee" to "Spencer Meade."

The records here show that the vessel is licensed for the coasting trade.

Changes in the names of vessels are inexpendent, for the reason that they lead to confusion and inconvenience. The vessel in question was built in 1883, and sold under the name of "J. W. Dennis," and on April 30, 1884, her name was changed to "Genesee."

Formerly it was contrary to law to change the name of a vessel. Under recent legislation, however, this office is authorized to make such change, but it is understood that cogent reasons shall be given in each instance for the change. In the present case the reason is stated in the application to be "merely a matter of fancy, out of compliment to a friend" of the applicant.

The name "Genesee" does not seem to be in any manner objectionable, and the bureau is constrained to decide that the facts demand its retention. The name "Spencer Meade" should, therefore, be erased from the stern of the vessel, where it has been painted, and the lawful name be repainted thereon.

To Collector of Customs, Oswego, N. Y.

ENTRY AND CLEARANCE ON NORTHERN FRONTIER.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D C., May 20, '85

Sir: This office is in receipt of your letter, dated the 25th ultimo, inclosing a copy of one from your deputy at Rouse's Point, and of one from Messrs. T. W. Myers & Co, relating to certain vessels arriving at Rouse's Point from the Province of Ontario.

It appears that such vessels have to pass through the Lachine canal, a portion of the St. Lawrence river, the Richelieu river, and the Chambly canal to St. John, where the original clearance is *vised*, after which they proceed to Rouse's Point via the Richelieu river, and that a large number of vessels, taking their cargoes at Hull, in the Province of Quebec, clear from the custom house at Ottawa, in Ontario.

You inquire (1) if the fact that vessels passing St. John, Province of Quebec, for Lake Champlain, have to report and present their clearances for examination, makes such vessels liable to tonnage dues if they were originally cleared from Ontario; and (2) whether a vessel, which loads at Hull, and takes its clearance from Ottawa, Ontario, is liable to the tax on arrival at Rouse's Point.

The first question is answered in the negative, and the second in the affirmative.

Vessels arriving from Ontario are exempt from tonnage dues, but vessels from Quebec are subject thereto. The decision of the questions turns upon the fact whether the vessel arrives, within the meaning of section 14 of the Act of June 26, 1884, at Rouse's Point from Ontario or from Quebec. A vessel taking a full cargo on board in Ontario, and clearing therefrom, would not become liable to the dues on entering your district merely for the reason that she passed through the Province of Quebec, or that she was required by the Canadian regulations to report at Hull, it being held that she arrives from Ontario. Should she take additional cargo in the Province of Quebec, the case would be different, and the dues accrue.

Regarding the other question, as to a vessel loading at Hull, Province of Quebec, and clearing from Ottawa, it is held that the arrival would be from Hull, within the meaning of the statute, and that tonnage dues would accrue on her entry in your district.

To Collector of Customs, Pittsburg N. Y.

FEES—VESSELS ON NORTHERN FRONTIERS.

TREASURY DEPARTMENT, May 26, 1885,

Sir: Your letter of the 22d is received, submitting the protest and appeal of James Fox, master of the steamboat "Massena," against your action in exacting certain fees upon arrival of his vessel from a place in your district via a foreign port, viz:

Entry of vessel from foreign port....	$0 50
Permit to land goods not on entry....	20
	70

It appears that this vessel left Messena, in your district, partly laden; that she touched at Aultoville, Morrisville, and Iroquois, Canada, and took on cargo, and that when she came to your port you required her to enter and pay the fees as from a foreign port, on the 11th instant. Against your action protest was filed on the 20th instant, and appeal on the 22d instant.

The ground of the appeal is loosely stated to be that the exaction is contrary to law, and it is supposed that the appellant had in mind the exemption from fees and tonnage conferred on vessels arriving from foreign ports, by section 2793, Revised Statutes. The section applies, however, only to vessels arriving at a port in *one* district from a port in *another* district, and touching at an intermediate foreign port or ports, and cannot be extended beyond the conditions specifically laid down therein.

A vessel leaving a port in a district, going to a foreign port and returning to another port in the same district, does not fall within the exemption provided by section 2793, Revised Statutes. She is, therefore, to be treated simply as a vessel going upon and returning from a foreign voyage, and is not exempted by any law from the payment of fees or tonnage tax.

Your action is approved, and you will so notify the appellant.

To Collector of Customs, Ogdensburg, N. Y.

BURNING OF THE BUCKEYE.

The crew of the propeller Buckeye had a narrow escape from death last Saturday forenoon when their vessel went ashore and burned up in Georgian Bay. The Buckeye was loaded early in the morning, and she was immediately started out of the bay under the pilotage of one of the residents of the place. A thick haze hung over the water, and the Buckeye was checked down to four miles per hour, which was her speed when she brought up on a rocky reef about five miles out of the bay. A heavy sea was running, and the steamer pounded so hard that she soon filled with water, and Captain Jenks gave up the task of trying to back her off with her own power. He dispatched a part of his crew in the small boat to the steambarge Tilly, which was loading inside, with the request that she come out and assist the stranded American. The boat disappeared in the fog, and Captain Jenks set the remainder of the crew at work jettisoning the dockload of ties to get the Buckeye in readiness for the Tilly. The men had not worked many minutes, however, when flames were seen issuing from the engine room, and then all hands were organized into a fire brigade to save the boat from the second danger. The fire spread rapidly, enveloping the cabin and the whole after end of the boat, driving the crew back to the deckload for shelter. The flames were soon leaping forward along the deckload and the upper works, then up the fore and main rigging, until the topmasts were blazing. The futility of any further effort to check their progress became manifest to the crew, and they began to devise means to save themselves. Their boat was gone, their life-preservers and floats were in the burning cabin, their only resource was to construct a raft of ties and plunge with it into the water. Ties were collected and hastily tied together with pieces of rope, which were saved from the flames, but before the raft was completed the fire had closed around them, and the heat became so intense that they were compelled to abandon the raft and make for the bows. The sea had become furious, and to jump into it meant almost certain death, and the men remained aboard of the vessel to await the return of the Tilly and the small boat. The flames crept toward them very rapidly, and the air became so hot that they were almost ready to take chances in the heavy sea, when the small boat dashed up under the bows. The belated crew lowered themselves into it as quickly as possible, Captain Jenks going last, and a few minutes later the boat was rowed alongside the Tilly and its occupants taken aboard. The Tilly got as close alongside of the Buckeye as she could in safety in order to make a line fast to her, but the fire had extended everywhere, and as the masts were beginning to waver, her master concluded that she had better keep at a respectful distance. The Canadian hovered about in the vicinity of the burning steamboat until the flames had pierced her hull and she sunk out of sight. Then she took the schooner Skylark and Nelson in tow and brought them to Cheboygan, where Captain Jenks got ashore. He came to Chicago by rail, reaching here yesterday morning. He noted a protest with Captain Wiley M. Egan during theday, reciting the facts of the disaster, and he strenuously denied the story in which it was charged that the fire was caused by a barrel of kerosene bursting near the furnace. The only oil which was aboard of the Buckeye was stored in a two gallon can, and it was away in some compartment forward.—*Inter Ocean, June 19.*

WESTERN RIVERS.

CARIO, ILL., June 28.

Special Correspondence to the Marine Record:

In summing up the possibilities of the future of western river commerce, we must not loose sight of the fact that every year new railroads are being opened, which, though they may not run parallel with the river, in many instances take trade from it. The Southern Pacific route has taken many a ton of southern merchandise westward that formerly went north by river, then west by rail, while the completion of the international line, bridging the gulf as it were by connecting the republic of Mexico with this country has greatly injured the Mexican vessel trade from both the western and southern ports. In the upper Mississippi, the roads ranging west from St. Paul and vicinity are robbing the river of a large portion of her steamboat lumber towing. While from a casual observence the fortune of the river may seem doubtful, still there is no reason to imagine that steamboating will ever succumb to the pressure of the iron horse, or that it will ever be much worse than it is at the present time.

The competition afforded by railroad communications has already opened the avenues for innovations in the steamboat business, and even greater changes will yet be made. One of the first great changes will be the cutting up of the river business into shorter trades, causing the steamers to depend largely upon local trade for support. Again, the St. Louis and New Orleans trade and the Cincinnati and New Orleans trade, will eventually have a line of finer and faster boats, which will compete with the railroads by placing freight in the Crescent city from either the above ports in sixty or seventy hours. The barge line does this now but the loading of four and five barges takes days, hence the shipper is after all deprived of his goods for many days after shipment. Convert the barges towed by a Mississippi Valley Transportation Company tow boat in to steamboats, and you could load two or three vessels every day at the St. Louis wharf of two thousand tons each. Again, the way business will, as before stated, be done by short trade boats. Steam boats upon this river have been in the habit of either making large profits or they would retire in disgust, this will be changed and the profits will be smaller and the boats run steadier. The upper river people have had their taste of railroads and are by degrees dropping back upon the river, while on the other hand, the southern roads, in many sections are new and the people are fascinated by the novelty of the thing, which will take some time to eradicate. The southern people will never let such splendid specimens of marine architecture as the White, Natcezh and Canon Richardson and Gay, die for want of support, yet in giving support there are many local abuses heaped up on western river steamboats that will have to be swept away.

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A Grand Party! A Grand time for a vacation! A Grand Opportunity! Improve it.

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Commencing Sunday, May 24, 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.25 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliance necessary to safe, speedy and comfortable travel,

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.	LV.	AR.	GOING WEST.
	A. M.		P. M.
.....	7 50	Chicago	7 50 .....
.....	9 50	Valparaiso	5 42 .....
	P. M.		
.....	1 50	Fort Wayne	2 16 .....
.....	2 05	New Haven	1 35 .....
			A. M.
.....	3 48	Leipsic	11 36 .....
.....	4 46	Arcadia	10 35 .....
	A. M.		P. M
	6 50	5 00 Fostoria	10 22 8 50
	7 35	5 45 Green Springs	9 46 8 05
	8 15	6 20 Bellevue	9 20 7 40
	10 45	9 02 AR Cleveland LV	6 45 4 51
	11 55	..... Painesville	..... 3 34
	P. M.		
	12 44	..... Ashtabula	..... 2 43
	1 14	..... Conneaut	..... 2 13
	2 33	..... Erie	..... 12 50
			A. M
	4 09	..... Dunkirk	..... 11 16
			A. M.
	5 45	AR Buffalo LV	..... 9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m., 9:10 a. m., 5:05 p. m.

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LEWIS WILLIAMS,
General Manager, Cleveland, O.

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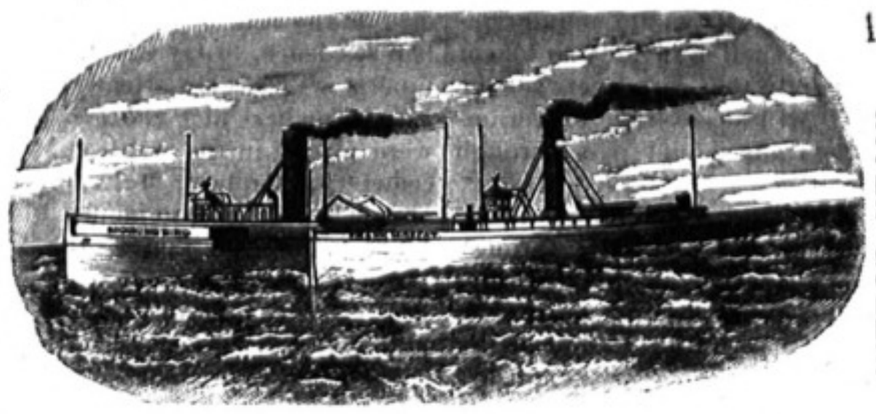
TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



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Steam Pumps, Hawsers and Divers to Let.

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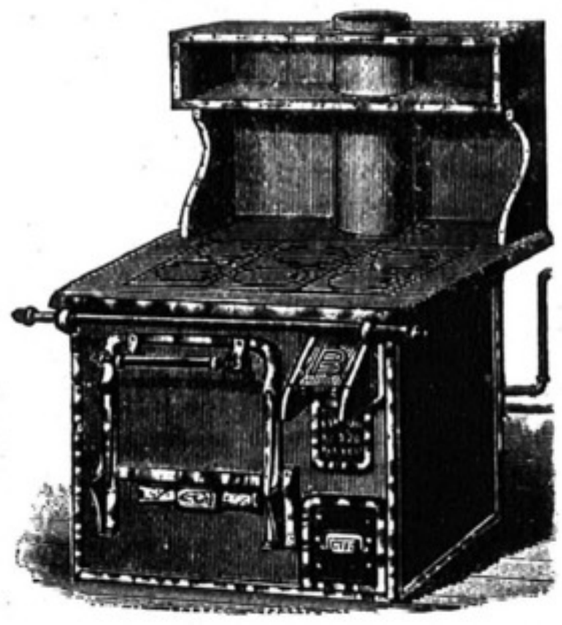
These are durable, well made ranges, adapted to Vessels, Hotels and Restaurants SEND FOR PRICES. **F. & H. BORN, Cleveland, O.**



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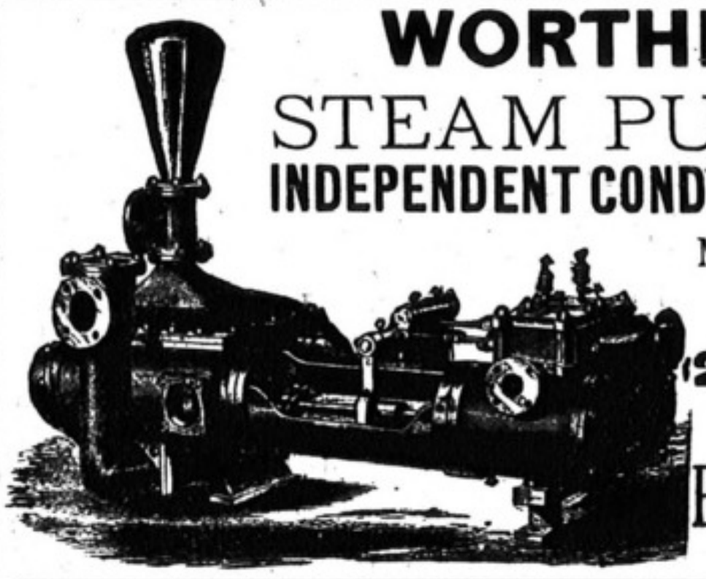

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E. H. JONES, Manager.
SEND FOR CATALOGUE.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, June 26, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended June 20, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
3,322	.....	Sc.	Bessie M. Wells,	97.55	92.70	Gloucester, Mass.
3 323	.....	Sc.fy.	Brunhilde,	125 26	119.00	New York, N. Y.
126,296	K D C B	Sc.	Cleopatra,	104.87	99.63	Gloucester, Mass.
126,297	.....	Sl.	Clayton Belle,	14.68	13.95	Clayton, Y. Y.
126,298	K D C F	Sc.	City of Philadelphia,	386.61	367 28	Philadelphia, Pa,
126,301	.....	Sc.	Cambridge,	42.44	40.32	Boston, Mass.
85,887	.....	Sc.	Gem,			Empire City, Oregon.
85,888	.....	Sc.	Gypsy.	10 08	9.58	Baltimore, Md.
95,851	.....	Sc.	Honora Carr,	112 94	107.30	Buffalo, N. Y.
130.338	.....	Sc.	Navigator,	44 72	42.49	San Francisco, Cal.
116,052	.....	Sl.	Susie,	5.69	5.41	Cold Spring, N. Y.
			STEAM VESSELS.			
126,299	.....	St. s.	C. G. Witbeck,	19.47	9.74	Albany,
126,300	.....	St. s.	City of Pawtucket,	64.73	32.36	Pawtucket, R. I.
157,149	.....	St. s.	Dandy,	8.12	5.14	Erie, Pa.
95,850	.....	St. s.	Harry G. Barnhurst,	36.98	18.49	do do
100,383	.....	St. s.	Iola,	25.07	13.03	Port Townsend, Wash.
76,582	.....	St. s.	Jennie Gawne,	38.18	19.09	San Francisco, Cal.
144.38	.....	St. p.	Kansas Millers,	34.03	12 60	Arkansas City, Kans.
110,677	.....	St. s.	Rondout,	42.51	21.26	New York, N. Y.
			UNRIG'D VESSELS.			
29,961	.....	Scow.	Augustus,	54.88	52.14	Grand Haven, Mich.
29,962	.....	Scow.	Annex,		98.37	Oswegatchie, N. Y.
29,963	.....	C. bt.	Alfred R. Davidson,	104.75	99.52	Whitehall, N. Y.
36,768	.....	C. bt.	E. J. Barker,	100.14	95.14	Crown Point, N. Y.
46,340	.....	C. bt.	Jennie L. Brown,	101.41	96.34	Glen's Falls, N. Y.
51,155	.....	C. bt.	Marcello Jordan,	103.75	97.57	White Hall, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

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For Toledo Steamer FLORA leaves Detroit every Sunday evening at 9 o'clock. Returning leaves Toledo Tuesday at 8 o'clock a. m.

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Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

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Attorney, Proctor & Advocate,
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CLEVELAND, OHIO.

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The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, JULY 2.

ERIE CANAL ENLARGEMENT.

The recent liberal action of the Canadian Government regarding Welland canal tolls, and the charges at Buffalo for handling grain, are sure to have their legitimate effect, the gradual decline of Erie canal traffic. While railroad lines in opposition to Erie have failed to destroy her business, these new factors working against the canal bid fair to accomplish that result, and it is not presumption to say that in case the government is called upon to render assistance to the people the of state of New York in maintaining and improving that waterway it will rather decide to build a Niagara ship canal such as has been projected by John A. Hafner and which we have seen illustrated in the Chicago Grain Trade and Elevator. Mr. Hafner says the most favorable route surveyed is in the neighborhood of Cayuga creek, which empties into the Niagara about five miles above the falls. The surface of the land at this point terminates in a ridge about sixty feet higher than where it leaves the river and has an anticlinal axis, extending diagonally across Niagara channel of which the bluff, above Lewistown and Queentown, forming a part, is a few feet higher than lake Michigan, and formerly formed a barrier to the flow of water. The sketch referred to shows a plan which starts near Schosser's landing, and runs in a nearly straight line to the end of the bluff above Lewistown, which is somewhat less in distance than eight miles, where by means of a marine elevator a ship and cargo of several thousand tons may be raised or lowered the required hight of 315 feet at one operation in one hour's time. The vessel could go at full speed from Lake Erie to the bluff and with the detention of only one hour be on a level with Lake Ontario, and complete its trip from lake to lake in six or seven hours. She could go to sea with unbroken cargo via the St. Lawrence or return in the same way. This plan has received attention from many eminent engineers and has received their commendation and will be recommended to the government in preference to the enlargment of the Erie canal.

The Oswego Times-Express in commenting upon the subject says: "The truth is the improvement of the Erie canal is only demanded by the interests of the grain and provisions producers of the west, directly. It is also asserted that the interest of New York city is involved in the success of the canals. When the canal is enlarged or improved to an extent involving a large expenditure, it should be done at the national expense.

When that is determined upon there will be several questions to consider. The work, if undertaken by congress, will be preceded by an examination of the whole subject. The cheapest, best, and most practicable water route through the state will be adopted. It will then be found, for a hundred and fifty miles through this state nature has already furnished a water way by Lake Ontario, which renders it utterly useless to enlarge the canal from Buffalo to Syracuse. There is just as must necessity for digging a canal parallel to the shore of Lake Erie, and another parallel to the shore of the Hudson river as there is for the general government to dig such a canal parallel to the shore of Lake Ontario. When the national government undertakes the work that fact will be demonstrated. When that fact is demonstrated and such a line adopted, Buffalo will cease to take any further interest in the question. It would unquestionably oppose it. When Buffalo is no longer able to toll the grain that passes between the west and east it will deem it no longer important that the trade should pass through the state.

One of the most absurd and impracticable projects talked off is a ship canal through this state. Some of the New York papers and others outside of the city frequently refer to the advantages to be derived from a ship canal so large in dimensions that a ship shall be able to take in a cargo of grain at Chicago and lay it down in New York without breaking bulk. The Erie canal is three hundred miles long, from Buffalo to tide water at Albany. How absurd the idea is, that lake craft, built to buffet the storms of the great lakes, with their tall spars and tons of rigging and top hamper and immense keels not only utterly useless on the canal but directly in the way and constituting nearly as much of a load as the freight proper, should be dragged by horse or steam power all the way from Buffalo to New York and return, a distance of nine hundred miles or over, when grain can be transferred from lake to canal bottoms for one eighth of a cent per bushel, and the stirring and airing of the grain by the transfer be worth to the same all the operation would cost. Anybody with the least observation knows that a lake craft is not fitted for a canal boat, and the removal of the bridges in the cities and upon the farms or their conversion into draw bridges with the cost of attendants is not to be thought of. Even upon the lakes the use of barges towed by steam in fast superceding the use of sail vessels. To tow these vessels nine hundred miles with all the cost it involves will never be attempted, would not even if the capacity of the canal would permit it.

Besides, if it were practical for lake vessels to go through without breaking bulk, no section would oppose the enlargement as vigorously as would our Buffalo friends. In that case they would leave no toll at the Buffalo elevators."

THE TOWING QUESTION.

An article is going the rounds of the press under the above caption which defines a mode of relief for tugs as against steambarges, and the relief of the market from superfluous tonnage by having vessels depend more upon their sails. This antidote would probably relieve the market of the vessel tonnage, but it is not clear how they would be benefited thereby, as the steamers would continue to make their runs on quick time and thereby be enabled to carry off the freight offering at the present dull season. Granting that a scarcity of tonnage would have the effect of raising freight rates, and that the sailer would get the benefit of it on her first trip, starting at a given time, would it compensate her for the time lost in making her trip entirely under sail with unfavorable weather or would the steamers realize all the benefit? Under the impression that their cargoes would be delayed, would not shippers rather hold their freight for steamers, knowing that they would arrive at the destination in due time to receive the margin for which he has made the shipment? The time has arrived when certainty of date of delivery is one of the essentials of commerce, and the means of transportation which will assure this important point is the one most likely to be adopted. It is generally conceded that powerful tugs are this season doing quite as good business as they did in other seasons and are realizing a reasonable profit on investment, whether in wrecking or towing, the steambarges generally being entered in a specific line, whose owners use them to handle their own vessels. We do not hesitate to say that there are enough independent vessels at present to give employment to the river tugs now in commission, and that they will continue to be towed as long as their owners want their proper share, with the steam tonnage, of the freight seeking shipment and desire to have their vessels on the market as often as possible. We have so much faith in the common sense of owners as to think that when the freight will not pay the expense of its transportation it will not be carried by them.

The owners of the barge Potomac recently rebuilt demur because Lloyd's gives her but A2½ rating for coarse freight only. She was built at Cleveland thirty years ago.

"All full fair one-way local ticket between stations on the Cleveland, Columbus, Cincinnati & Indianapolis railway, and also between local stations on the Dayton & Union R. R., purchased and dated July 3d or 4th 1885, will be good to return without extra charge on July 4th, 5th or 6th, 1885. Spend the 4th with your friends."

OBITUARY.

CAPTAIN HUGH MCEACHRAN.

The funeral of Captain McEachran, who died on the 29th inst., took place from his late residence, 46 Jay street, yesterday. The funeral was largely attended and by many veteran owners and masters. The remains were placed in the vault at Monroe street cemetery. Captain McEachran left a wife and eight children to mourn his departure, all realizing, the same as the friends who were in attendance, that one of the best hearted men, combining the highest principles that have ever been bestowed, had crossed the dark river and is receiving the reward promised to those who do all things well.

Captain McEachran, began his life as a sailor as ship carpenter on the North Star, which was built by Mr. Samuel Turner having previously, in 1852, been employed in the same capacity at Presley's yard. His first carpenter work however was with Tisdall & Johnson, where he built the stern wheel steamer Niagara, a picture of which may be seen in Captain R. Greenhalgh's tug office. His first command as master was given him by Mr. E. Cohen, the schooner Stanley L. Noble. Mr. Cohen was at that time quite a prominent vessel owner and was in attendance at the funeral yesterday. He was pleased to say that during his long intercourse with Captain McEachran he had always thought him a man prompted by the noblest impulse and the strictest integrity and principles which could not be swerved from the right course; that two much praise could not be bestowed upon him.

After leaving Mr. Cohen's boats Captain McEachran went into the employ of Mr. Hanna and superintended the building of all his boats, after which he was appointed to the command of the Vienna and subsequently the Havana, which he sailed up to the time he was brought home in a dying condition. Mr. Hanna, Captain McKay and his friends associated with him in command of boats of the Cleveland Transit Line all unite in their expressions regarding his exalted principles and no one has been found who does not concur in the sentiment.

FREDRRICK S. MILLER.

With the passing away of ancient craft comes the announcement that another veteran mariner has gone to his rest and is now no more among the living. Frederick S. Miller, for fifty years connected with navigation of the lakes, was found dead in his bed at midnight June 21. Death is supposed to have been from heart disease. He haed since 1870 until his retirement in 1881 been in the employ of the Union Steamboat Company. In 1832 Mr. Miller, who had been in the employ of C. D. Efner, merchant tailor on Commercial street, Buffalo, left that concern to begin the life of a sailor and went on board the brig Queen Charlotte with Captain L. H. Colton as super-cargo. His aptitude for sailing became so promising that in 1836 he was placed in charge of the schooner Merchant and for the first time known as Captain F. S. Miller. It was not long before he turned his attention to steamboating and we find him sailing master on board the steamer Wisconsin along with Captain George F. Power, who was an eastern man and not acquainted with the lakes. The first steamer Captain Miller took full charge of was the Chatauqu, in 1844, and in 1849 the steamer Diamond, plying between Buffalo and Cleveland, and in 1853 the steamer Niagara, running between Detroit and Dunkirk, which boat he sailed until 1856 when he was burned on Lake Michigan with the loss of 65 lives. In 1860 Captain Miller became master of the steamer Cleveland plying between Detroit and Lake Superior. During the season the Cleveland was lost on Lake Superior and the remainder of the season he sailed the Aretic (sidewheel;) the steamer Traveler in 1862, 1863, and 1864, and then the propeller Lady Franklin and Illinois (sidewheeler) in 1867, and subsequently the propeller Atlantic, Arctic, Nyack and closing his career of a steamboat life in 1881 on the Arctic. Captain Miller was a first class sailor with hosts of friends who will be saddened to learn of his death. He was 75, years old, having been born in 1810, and leaves a widow and three children. His father was a major in the war of 1812.

CAPTAIN NICHOLAS GEBHART.

The death of Captain Nicholas Gebhard, early Saturday morning at his home on South Division street, Buffalo, has caused unusual sorrow in the circles where he was known, especially among those connected with lake affairs. About four weeks ago, on arrival here of the propeller Cuba, of which he was master, he complained of feeling ill, his trouble being jaundice. Despite the advice of physicians and friends, he remained on the boat, but on the following round trip he was able to be up very little. Monday night when the Cuba again came in, he was taken home in a carriage and Dr. Bartlette was called. He was then a very sick man, other serious complications having set in. Paralysis following a couple of days later, and rather suddenly ended his earthly career.

Captain Gebhard had sailed on the lakes for some forty-five years, and was one of the oldest, most skillful and successful of the navigators of the inland waters. About the year 1849 he commanded the schooner Congress, and afterward the propeller Charter Oak, which had also been a schooner. Later he became master of the propeller Niagara, and next of the Potomac, which had just been converted into a barge. He then went into the old Commercial line, of which Charles Ensign was manager, and took charge of the propeller Nebraska. In 1872 the Cuba was built at this port by the King iron works. Captain Gebhard brought her out and remained on her almost to the day of his death. He had frequently remarked that he would never leave her until carried off, and so it in reality happened. He was thoroughly devoted to his calling, which by native ability, good judgment and industry he had made a successful one, and died in harness. He owned a tenth interest in the Cuba.

He was a man of an enthusiastic, good-natured disposition, and readily made friends of those he was brought into contact with. In the dullest, hardest times in the lake business, he was always cheerful and hopeful. He was imbued with strict principles of integrity, and was never known to impose on any one, even in the slightest degree. If the many who served under him in his long and honorable career could give voice to their estimate of him, it would be to say that he was a good master. Captain Gebhard was about sixty-five years old, and leaves a widow and several grown up children.

The funeral took place from the residence, 295 South Division street, Tuesday at 8 o'clock a. m.

THE most elegant and elaborate report of any Board of Trade that has come before us is that of the Cleveland Board, prepared by Mr. X. X. Crum, our efficient secretary and treasurer. Mr. Crum has taken every precaution to verify all the statistical statements made in this report, and to assure himself and satisfy the board and the officials of this city that the report is correct in every essential. It contains a comprehensive report of the ship building industry of this city since 1849, which shows that there have been 649 boats of all classes built, with a tonnage of 2,255,009 tons. The book is neatly bound in cloth and gilt, and is indispensable to every commercial library. Too much credit can not be given to Mr. Crum for the information it contains and the care he has taken to compile it.

[*Continued from 1st Page.*]

BUFFALO.

Captain Nicholas Gebhart, master and part owner of the propeller Cuba, died here on the 26th. He was found unconscious on his boat Tuesday and was unconscious to the time of his death, which resulted from cerebro spinal meningitis. He was 61 years of age, and had been on the lakes fifty years beginning in 1836 as cabin boy.

The Tioga made her first trip on Monday. The test convinced her officers that she can make sixteen miles per hour without trouble. She was built by the Union Dry-dock Company at a cost of $200,000. Her keel length is 285½ feet, over all 302 feet, beam 38¾ feet, lower hold, 14 feet, between decks 8¼ feet water bottom 3½ feet. The hull is of steel to the promenade deck. The freight hold is in seven water tight compartments. She is double decked and carries three spars, the mizzen being aft of the smokestack. Her main engines are two Steeple compounds made by H. G. Trout, with cylinder of 22 and 42 inches by 48 inch stroke, with steam reverse gear. She has two boilers of 11-16 inch steel, each being 17¼ feet long by 10 feet shell. It is estimated that her propelling power is equal to 1,500 horse power. The screw is 13 feet in diameter, with 17 feet pitch. The shaft is 11¼ inches in diameter and 7 feet long. She has a Providence windlass from the American Ship Windlass Co. Her officers are: Master, Samuel Shaunon; first mate, William Waite; second mate, Orlando McQueen; chief enineer, John Mayberry; first assistant, John Haig; second assistant, Charles Sabey; third assistant, Patrick Condon; steward, J. M. Meney. She starts for Chicago, and will run between Buffalo and that port for the rest of the season.

The total amount of tonnage cleared on the Erie canal, boats east and west bound, from the 14th to the 22d of June, this year, was 173,924, against 136,476 tons for the corresponding time last season.

DETROIT.

Special to the Marine Record.

June 30.—The past few days have shown up quite a series of casulties, although fortunately none of them of a serious character, which have happened in the usual way.

The steambarge H. B. Tuttle, upward bound, on her arrival in the river St. Clair, became disabled by the bursting of her heater and was obliged to return here to straighten up. She was put in good order again at the Detroit drydock.

Murphy Brothers dispatched the wr ck-ing tug Charlton to the relief of the schooner Mont Blanc, sunk in the river St. Clair, at the head of Stag island. The vessel, in company with the schooners Montcalm and Montgomery, was in tow of the tug Niagara, laden with ore, and on reaching the point indicated, struck on the wreck of the tug B. B. Jones which exploded in that locality some years since, and soon after sunk, while the others lodged upon the island. The Charlton, with the assistance of the Niagara, got her up and towed her to Port Huron where she was placed in drydock. The vessels are owned by Merrick & Esselstyn, of this city.

A squall struck the barge R. J. Gibbs while on Lake St. Clair, bound down, with lumber, listing her over so that she becam e waterlogged. She was in tow of the steambarge Mineral Rock, and arrived here not long afterward and was lightered of her cargo.

The steamer Milton D. Ward came in collision with the schooner M. F. Merrick on Sunday evening in the river St. Clair by the vessel sheering into her. The steamer's port wheel-house and guard were considerably damaged while the vessel was comparatively uninjured. The Merrick was in tow of the steambarge New Orleans and was not delayed. The Ward is in the Detroit drydock being repaired, meanwhile her route is supplied by the ferry steamer Fortune.

Early on Sunday morning as the tug J. L. Miner was passing up the Detroit river from Springwell's her wheel chains got jammed and the tug became unmanageable. The signal was given the engineer to stop, but failing to respond in time, she came in collision with the railway steamer Michigan Central which completely demolished her entire upper works, and swept them overboard, together with the smokestack, beside damaging her boiler. The extent of damages will somewhat exceed $500.

The tug Gladiator arrived here on Friday night with the wrecked schooner Mary Battle from Lake Superior, and shortly afterward she was libeled in the sum of $165.45, alleged to be due Patrick Casey and Hugh McCaul, seamen, for services in assisting in the salvage when she was ashore. The wreck is now in the hands of the marshal.

The barge H. C. Potter is also experiencing the pressure of the hard times in the shape of a libel amounting to $13.75 due Frank W. Gilchrist for services rendered by the tug Ralph.

Captain Grummond has sent to Mackinaw a steampump and a 1200 feet 10 inch hawser to be on hand for whatever emergencies may arise.

A party in Godrich, Canada, contemplates making an effort to raise the schooner Mala koff, sunk in Lake Huron, about four miles off that port. In 1857, during the month of October, she went ashore near Port Elgin, laden with coal. A tug, with steam pump, was sent to release her. She was got off, the pump put on board and started for Detroit. After a short distance the pump became choked and the vessel went down with the pump, valued at $2,000, and the vessel at $8,000. A part of the coal had been taken out, leaving about fifty tons on board. She was comparatively new, and was insured in the Toledo Mutual and Northwestern companies. The party above referred to was here on Saturday to engage a diver to ascertain the condition of the hulk. The Malakoff was built at Milan, O.

The steamer Chief Justice Waite is making excursions to this port from Toledo, as in former seasons, on every Thursday.

River pirating is being carried out at this port, although on a more limited scale than formerly. The other evening the captain of the I. L. Quinby came ashore with his yawl and made it fast under the stern of the schooner N. C. West. On his return the yawl was non est, also a new 250 feet hawser from the West. The yawl was found the day following, but the hawser not a cent's worth.

The steamer Iron Duke has just received a new wheel at this port.

The propeller Oconto, which plies between here and Lake Huron, has changed docks at this port from Shelby street to the foot of Randolph street.

Judge H. B. Brown, of the United States district court here, fined Captain James Bennett, of the steambarge Huron City, the other day, $50 with costs amounting to $35, for dumping ashes inside the breakwater at Sand Beach.

The iron steamer Spartan, which with the Magnet, was transferred from Lake Ontario to ply between Owen Sound and Lake Superior, has returned to the place whence she came, passing here on Saturday. The Magnet is soon to follow. During the time they were up here both were wrecked, involving a large sum on each for repairs, beside the opposition they had to contend with was too strong to overcome.

The schooner M. Fillmore, since her rescue last fall, has been rebuilt and is in good sailing trim once more.

The steamer Flora, of Grummond's Mackinac line, on her recent downward passage to Toledo, aside from a full cargo, had on board a full complement of cabin passengers.

The steambarge Nipigon, with two barges in tow, made the run a few days since, from Detroit to L'Anse, Lake Superior, in seventy hours.

John Tompkins, a well known lake engineer, and for the past two seasons on board the steamer Evening Star, died on Saturday at Wyandotte, aged fifty years. He had also served on the steamer Manitoba for upwards of twelve years. He leaves a widow and three children. As a mark of respect to the deceased the Evening Star's flags were at half mast the day of his death.

The tug John Martin has been retired for the present and her crew paid off.

The steamer A. L. Hopkins took on 32,000 bushels of wheat at this port Saturday for Buffalo.

A. N. Moffat, manager of the Star line of steamers at Detroit, has been to Chicago within the past few days to settle matters in dispute concerning the steamer Saginaw which has been in embryo as has already been noted.

E. H. French, of Toledo, who has the contract for dredging at the St. Clair flats, has one dredge already at work and another will be added this week. His bid was 11½c. per cubic yard, which was lower than the engineer's estimate, and will allow more dredging to be done under the appropriation than was at first contemplated.

There is considerable complaint made at this port on the part of vessel men in consequence of the slow process of loading at the elevators, causing much delay, one vessel being obliged to wait until another is out of the way without having any recourse for demurrage.

Steamers and vessels arriving down from the upper lakes state that fogs and thick weather continue to prevail, and to this cause the accidents recently occurring may be attributed.

The tug Gladiator left here Sunday for Escanaba to tow the schooner Thomas Parsons to Cleveland, laden with ore and in a leaky condition.

A little unpleasantness took place on board the tug A. J. Smith Sunday evening. The steward complained that the food served the crew was not all it should be, and the result was that the crew was paid off and a new one shipped, also a steward.

Proposals have been advertised for at this port for furnishing supplies and material for the completion of Port Sanilac light. The bids will be opened July 15, and when decided the material must be delivered at the lighthouse depot in this city.

The past week there has been delivered at this port from Alpena, 1,407,000 feet of lumber.

The propeller Wisconsin, just repaired at this port by the Detroit Drydock Company, will leave for Milwaukee July 6 with an excursion party on board. The number will be limited to seventy-five. The tickets will be $12 for the round trip, the excursionists returning by way of Grand Haven. The Wisconsin is in as good trim as when she first came out. HALL.

MACKINAC.

Captain F. Moffat's tug Mocking Bird has towed the barge J. G. Masten into Harbor Springs. The Masten's damages, notwithstanding the reports of the dailies, are very light.

ESCANABA.

The propeller Iron Age returned to this port on the 28th with the schooner Thomas Parsons, leaking about a foot an hour. The Parsons cleared from Escanaba to Lake Erie ports with a cargo of ore, and sprung aleak off Poverty island. The Iron Age was obliged to drop the schooners Scotia and San Diego, and run to Escanaba to prevent the Parsons from sinking. The master has wired the owners for instructions. The men are working at the pump constantly.

BAY CITY.

Special to the Marine Record.

One of the largest fleets ever known is in the river at the present time, and not all loading either. On the contrary, loads are scarce as hen's teeth, and the barges are tied up at some of the docks seven abreast. The propeller P. Chamberlain and consorts Bliss, Corning and Cahoon came in Sunday, and the Bliss is the only one loading out of the tow, and a number of other tows are in the same dilemma. The barge John Richie that has been here nearly a month, has finally struck a snap, as the captain calls it, in the Lake Michigan lumber trade, and will tow to Detroit in a day or so where she will be fitted out for the above trade. Tug business is no better, and a number have taken to the bone yard. It is thought by barge men here that the next six weeks will be a stinger to their interests, but after that they hope to get freights up high enough to make up the lost time.

Captain Hall's yacht Hector has gone on a pleasure cruise around Lake Huron.

Luther Beckwith, United States Commissioner at this port, informs us that he has been applied to several times of late to make out warrants against parties who are constantly carrying passengers without a license for that part of the business Mr. Beckwith states that the statutes are very strict on this matter, and that no tug, barge or vessel can lawfully carry any person except the crew without liability unless licensed to carry passengers. They should bear this in mind, perhaps, and save themselves a heap of trouble some day.

A. F. Van Helmel, owner of the sail boat Point Lookout that Hank Farrington stole from Whitestone Point and finally was drowned near Forrest, came home yesterday with the boat, which he went after a few days ago. He towed up behind the propeller Huron City.

Pete Skiver, the marine man, has added another craft to his line of boats. It is said that Pete is getting independently rich at the business.

Vessel brokers could make a fortune could they only procure loads for the immense fleet that is now in the river, but the lumber won't move just now.

Captain Robert Burnham's excursion to Detroit and return yesterday consisted of sixteen coaches, ten of which were crowded. The other six were for the way passengers. The day was a beautiful one and was a great financial aid to the captain who, it will be remembered, lost both of his hands in an explosion at Honduras last winter.

The scow Enright came in yesterday with a cargo of building stone from Bay Port.

The work of deepening the channel at the mouth of the river is progressing finely. Captain Warren Fuller is now acting as superintendent, and is the right man in the right place.

Steambarge men are finding the fire tug washouts and refillings to be just the thing, as the pressure that is given thoroughly removes every particle of scale and dust from the boilers. The fire tugs can be reached by telephone. SHAW.

CLAYTON.

Special to the Marine Record.

The schooner Speedwell run on a shoal below Rock island light on Wednesday afternoon. She got out of the channel. She was lightered off and passed down on Friday morning.

The United States steamer Bibbs passed up. She is looking after the boys. They must carry a light on their fishing and row boats or get hauled up.

Houghton & Proctor, of Alexandria Bay, has purchased the steamer Island Chief and is fitting her out to run from Alexandria Bay to Ogdensburg.

The shoal on which the propeller Haskell struck last fall will only be marked at present.

The steamer Ontario was out on Thursday on a trial trip. Everything worked well.

The Passport, of the Royal Mail line, in going into Toronto Harbor, did not check down, and tore the schooner Erie Belle from Queen's dock, breaking all ropes and dashing her against the dock afterward.

The South Shore and St. Lawrence Wrecking Company have apparatus at Oswego, Clayton, and Ogdensburg. The pumps at Clayton are stored at Barney's.

The managers of the Grand Stone Island quarries should have men enough to give vessels a quick dispatch in loading.

The new steamer Star will be ready by the 1st of July. Her route will be from Picton to Alexandria Bay, calling at Kingston, Gananoque, and Clayton. Her first excursion will be from Brockville. She will carry one thousand people.

The steamer St. Lawrence will make three trips a day after July 15. A large number of excursions are billed for our 4th of July.

Clayton will have the biggest kind of a 4th of July, sailing and steam yacht races, band tournament; also, Hanlon and Lee will row for a purse. A number of steamers have been chartered to bring people. Extra trains will be run on that day. B.

FRANKFORT.

Special to the Marine Record.

Lieutenant Rogers, inspector, and Captain Nate Robbins, superintendent of life saving stations, visited Point Betsy station on a tour of inspection to-day, and find this place, under management of Keeper Matthews, in first-class shape. Owing to the heavy currents and southwest gales the beach at the point is fast washing away, and it will be necessary to move the building 100 feet back from the coast. Mr. Rogers has issued an order that a surfman shall be constantly on the outlook on the walk or station roof, while another patrols the beach. A glass tower will be built to protect the men from inclement weather, blowing sand, and heat of the sun. The station will be thoroughly repainted in the course of two weeks, and will look as bright as a May flower. Mr. Rogers favors the building of a small cottage to be used as a kitchen and quarters for surfmen, as the present building is too small for the crew and apparatus. The proposed building will be 24x32. A similar structure will be put up at North Manitou island station, and a new sail boat furnished, 31 feet keel, 8 feet beam, 3 feet hold, partly decked over in the bow, to be used in transporting supplies from the main coast to the island and in sailing to the Fox islands to aid vessels in distress. The United States revenue cutter Andy Johnson will take the boat here this week. BURMEISTER.

EAST SAGINAW.

Special to the Marine Record

The tug Edwin Eldy has received a new crank shaft during the week at Merrill & Bacon's slings, and went in commission for one day, but was laid up at Stickney's shipyard along with the tug Nat Stickney.

The yacht Hattie Brown has received a new wheel and out board shaft at Merrill's shop.

The yachts of the Saginaw river expect to reap a harvest on the 4th of July, most of them being already engaged for picnic parties up or down the river.

The schooner Star of the North towed to East Tawas Saturday for a load of car decking for the Peninsular Car Works of Detroit.

A couple of elegant life boats were added to the outfit of the fine steam yacht Mary Bell this week, owned by ex-Governor Jerome.

The propeller Tempest's tow, consisting of the barges Dayton, Wm. Young, Katie Brainard and Mary Birckhead, are now in the river on their seventh trip to Ohio this season. Captain Taylor says time is money and there are few steambarges that can hold the Tempest for the season through.

The schooner R. J. Gibbs that was struck by a squall on Lake St. Clair recently, causing her to careen over and fill at the hatches, is owned in this city by Captain Kennedy who purchased her from William Callam, the St. Helena lumberman, this spring. His many friends will regret to learn of his early misfortune.

The barge Tim Baker came in yesterday from Buffalo with 350 tons of coal for Beese & Co.

The schooner A. T. Bliss, of the Chamberlain's tow, is loading at this port.

It is reported that the M. line, propeller Porter Chamberlain's tow, will withdraw from the Saginaw lumber trade and ply in the coal and ore trade for a while.

Captain Dennis Mohar and Thomas Kain have formed a partnership and will conduct a marine ice business at this end of the river. In other words they have chartered the scow Ina and will make a specialty of delivering the best of ice to barge, vessel, and tug men along the river front.

There are nine tug captains, eleven engineers, and seventeen firemen registered at the "hangout" as out of employment.

Manager Richard Armstrong was in the city yesterday putting up a handsome time card under glass and frame, for his fire patrol boat David Sutton, that plies between this city and Zilwaukee. SHAW.

WILLIAM T. BANCROFT, ESQ., has been appointed collector of customs for the Huron district, Michigan. Mr. Bancroft is a man of means and—a railroad man.

ADVERTISEMENT.

PROPOSALS FOR HARBOR IMPROVEMENT.

U. S. ENGINEER OFFICE,
OSWEGO, N. Y., June 28, 1885.

Sealed proposals in triplicate will be received at this office until 11 o'clock a. m. on the 30th day of July, 1885, for the repair of the Buffalo breakwater.

Specifications, blank forms and instructions to bidders may be had on application to this office or to the U. S. Engineer office at Buffalo, N. Y.

EDWARD MAGUIRE,
Captain of Engineers, U. S. A.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXIII.

Of the principal closing events of 1836 may be noted the loss of the steamboat Delaware, Captain George J. King, who a short time previous had purchased her. She was lost during a violent northeast storm on Lake Michigan, in the month of June on a Sunday afternoon. The Delaware took her departure from St. Josephs for Chicago, was caught in the storm, sprung aleak, and was driven ashore about 10 o'clock at night, eight miles from where she cleared and soon became a total wreck. The passengers and crew were all saved. The ship Milwaukee was out in the same storm, but arrived at Chicago with the loss of her foretop gallant mast. The Owanungah, a three masted schooner, and the first on the lakes, in the same gale slipped her cable, about thirty miles from Chicago, went ashore and bilged. She was commanded by Captain Augustus Todd, and had on board a full cargo of merchandise. She was released, however, and was in service many years afterward. The schooner Agnes Barton lost her foremast, and the schooner Sea Serpent was driven ashore at Michigan City, but subsequently got off. The steamer Col. Crockett was lost in a gale at St. Joseph, and the steamer Don Quixote in a gale on Lake Huron. The steamboat W. F. P. Taylor took fire near the mouth of Cattaraugus creek, Lake Erie, and was partially destroyed, but afterward rebuilt. During the fire one hand jumped overboard and was drowned. The lake casulties of 1836 were not as numerous nor the losses so severe as the season previous.

The steamer James Madison, Captain R. C. Bristol, commenced plying between Buffalo and Chicago in 1837, and was the first boat to pass through Mackinaw Straits on the opening of navigation that season. The steamboat Pennsylvania was placed on the Buffalo, Green Bay & Chicago route, in command of Captain L. H. Colton. The principal agencies were Holt, Palmer & Co., Buffalo; West & Carter, Buffalo; Charles M. Reed, Erie; A. Cable, Fairport, O; Ransom, Baldwin & Co., Cleveland; Lundy, Hixox & Co., Huron; Hollister & Co., Sandusky; Mead, Kellogg & Co., Detroit; W. H. Bruce & Co., Green Bay; Byram Kilborn, Milwaukee; and Hubbard & Co., Chicago. The steamer Madison was owned by C. M. Reed, Erie, Pa.

A circumstance occurred on the opening of navigation in 1837 that, so far as is known, never before nor since took place. It was that the mouth of the Niagara river, between Fort Erie and Buffalo, was so wedged in with ice that the waters of the lake in consequence rose several feet, while the Niagara river fell so low that numerous rocks and islands, before invisible, made their appearance. The waters of Chippewa creek were also lowered several feet.

The steamer Constellation, built at Charleston, Ohio, commenced plying in 1837, and was commanded by Captain Joel H. McQueen; also the steamboat Bunker Hill, built at the same place, commanded by Captain Aaron Root. The steamer Wisconsin commenced plying also in 1837, sailed by Captain George F. Powers, a north river man. The Wisconsin was built at Conneaut for Golston & Evans, of Buffalo. The steamer Cleveland came out the same year, built at Huron, and sailed by Captain Asa E. Hart, and was low pressure. She first carried her boilers on her guards which caused her to be over crank, and they were subsequently placed below decks. She first carried two smoke stacks, wide apart, but on the removal of her boilers one only was ever used. It was on board the Cleveland that the first steam whistle was placed in use on the lakes.

The following steamers all came upon the lakes in 1837: Steamer Constitution, built at Conneaut, nigh pressure, Captain G. Appleby; Rochester, built near Fairport, high pressure, Captain Easterbrook; Milwaukee, built at Grand Island, low pressure, Captain M. Hazard; New England, built at Black Rock, low pressure, Captain Charles Burnett; Anthony Wayne, built at Perrysburg, high pressure, Captain Amos Pratt; Macomb, built at Mt. Clemens, high pressure, Captain Atwood; Star, built at Belvidere, high pressure, Captain Cliff Belden; and Commerce, built at Sandusky, high pressure.

The aggregate number of vessels of every description, owned at Detroit that year was 47, amounting to 5,164 tons, including the following descriptions and aggregate tonnage of each class: Ten steamboats, amounting to 2,184 tons; 3 brigs, 560 tons; 26 schooners, 2,200 tons; 8 sloops, 220 tons. The total extent of wharfage was 5,900 feet. An average of three sail craft arrived and cleared daily. Two first class steamers and one of the second arrived and departed daily. The profits realized during the season upon steamboats were estimated at from 50 to 70 per cent, and upon schooners from 80 to 100 per cent.

Of the parties engaged in the forwarding business around the lakes, beside those above noted, the following may be enumerated for 1837: Sears, Rudon & Atwater, Buffalo; Gelston & Evans, Buffalo; Root & Hunt, Buffalo; Walter Smith, Dunkirk; Bronson & Colt, Cleveland; Winch & Wyman, Cleveland; R. Winslow, Cleveland; Tufts & Parks, Cleveland; Smith, Macey & Russell, Buffalo; B. Meeker, Black River, O.; D. T. Baldwin, Black River, O.; Q. Gilmore, Black River, O.; C. Reid, Black River, O.; D. Phelon, Black River, O.; Wickham & Co., Huron; Jenkins & Tracy, Huron; Card & Chase, Manhattan; Bissell & Co., Toledo; Colt, Kimberly & Co., Buffalo; J. L. Whiting, Detroit; Gray & Gallagher, Detroit; Kinzie, Hunter & Co., Chicago; Richmond, Everett & Co., Richmond, O.; Hutchinson, Goodman & Co., Cleveland; Hutchinson, Campbell & Co., Detroit; E. N. Harlbut, Erie; E. L. Tinker, Portland; C. W. Appleby, Ashtabula, O.; H. Phelps, Fairport, O; Peckham & Co., Toledo; Samuel Herriman, Milwaukee; J. H. Knapp & Co., Racine; Ives & Strong, Racine; Newberry & Dole, Chicago; Gillespie, Joyce & Co., Cleveland; Poupard & Pelty, Detroit.

The arrangements for steamers and their appointments were as follows, not including those above specified:

Sheldon Thompson, Captain N. Brundage.
Cincinnati, Captain Bradley, Cleveland.
General Brady, Captain Arthur Edwards, Detroit.
Monroe, Captain Jas. T. Homans, Detroit.
United States, Captain John Shooks, Huron.
Governor Marcey, Captain Wm. Gorham, Buffalo.
Erie, Captain Ballard, Detroit.
New York, Captain D. Howe, Buffalo.
Ohio, Captain Sam. Chase, Buffalo.
North America, Captain J. L. Edmunds,
W. F. P. Taylor, Captain O. D. Simons, Buffalo.
Barcelona, Captain Scoville, Buffalo.
William Peacock, Captain John Squires, Buffalo.
Commerce, Captain Wells, Sandusky.
Uncle Sam, Captain C. A. Milliken, Buffalo.
Eclipse, Captain D. P. Nickerson, Chippewa.
O. Newberry, Captain S. F. Atwood, Detroit.
Victory, Captain Stephens, Sandusky.
Dewitt Clinton, Captain A. H. Squires, Buffalo.
Detroit, Captain Crawford, Cleveland.
Niagara, Captain St. John, Huron,
Robert Fulton, Captain R. Hart, Buffalo.
Michigan, Captain A. Allen, Detroit.
Thomas Jefferson, Captain T. Wilkins, Erie.
Columbus, Captain A. Walker, Huron.
General Porter, Captain W. Norton, Buffalo.

The steamer Eclipse, above noted, was formerly the Adelaide, with a new low pressure, walking beam engine instead of a crosshead. The Ohio canal packet boat company had a line of packet boats running between Cleveland and Portsmouth, on the Ohio river, a distance of three hundred miles, leaving either point daily; C. M. Giddings, president; David Griffith, A. M. C. Smith, John G. Ransom, directors; Timothy Ingraham, secretary.

The government appropriations for lighthouses in 1837 were as follows: The completion of the beacon at the end of the pier at Erie, to cost $674; for a lighthouse on Turtle island, at the entrance of Maumee bay, in Lake Erie, to cost $8,000; a beacon light near the entrance of Sandusky bay, $2,500; a beacon light at or near Manhattan, $3,000, and for additional buoys to mark the channel at the mouth of the Miami, of Lake Erie and across Maumee bay, $200; a lighthouse on the south side of Cunningham's island, Lake Erie, $3,000; a lighthouse at Gibraltar, near the mouth of the Detroit river, $5,000; a lighthouse on Windmill island, at the outlet of Lake St. Clair, $5,000; a lighthouse at the mouth of Saginaw river, $5,000; a lighthouse on Wougoschance, in the straits of Mackinac, $5,000, for the completion of a lighthouse at Michigan City, $3,000; for the erection of a lighthouse at Milwaukee, $5,000.

Detroit was that year visited by one of the most destructive fires ever recorded, wiping out two whole squares of buildings. It commenced in a bakery near Dr. Whiting's warehouse on Woodward avenue, and extended, with ungovernable fury, in all directions east of Woodward avenue; crossed Atwater street and swept over the buildings between Atwater and Woodbridge streets. The destruction of property was immense, and numerous families were made homeless.

The navigation of 1837 wound up with a very destructive gale, such as is rarely recorded, raging throughout the entire lake region. It came from W.S.W., and at Buffalo much property and many lives were lost.

THE STILETTO.

The waters of the Hudson river between this city and Sing Sing were plowed up yesterday afternoon as they never were before. It was a strange looking little vessel that did it. She was ninety-five feet long and eleven feet in beam—a perfect water knife. She had a straight bow, and her widest part was a little forward of amidships. From that point to the stern she diminished in width till she ended in a sharp point. This sharp stern lay low in the water, so that the boat had the appearance of pointing her nose into the air. She had a tight foreboard in proportion to her size, and her flush decks were inclosed with a light railing. Her rig was that of a three masted schooner, and her little masts looked like walking sticks. Her single funnel, situated forward of the main mast, was painted a dirty gray. Her hull was painted black about a foot and a half above the water, and the rest of it was white. Her row of portholes in the white part looked like pinheads in a sheet of note paper. She was gliding about the river off the foot of Twenty-second street yesterday afternoon a little before 3 o'clock. A great many people were watching her as she circled about. Some people on the steam-yacht Skylark were watching her. They were very much interested in her. By and by the tug Municipal came down the river with a flatboat in tow and knocked the bowsprit off the Skylark. Then her people were not so much interested in the queer little craft as they had been. The deckhands on the Municipal laughed, and the boat went on down the river. People on the steam yacht Stranger were also watching the little vessel. The blue jackets on the Omaha and Minnesota were watching her. Mr. Jay Gould, seated in the stern sheets of a boat manned by four stout sailors, and bearing a yellow pennant with a black G in the middle, was watching her. A goodly crowd of people on the wharf, at the foot of West Twenty-second street, were watching her. Most of them were laughing at her, for she rolled about in the water and looked generally awkward.

"What is she? What is she going to do?" asked a young lady on the pier.

And a fair young thing of the opposite sex proceeded to enlighten her. It was the steam yacht Stiletto. She was built by a Bristol, R. I., firm, and was said to was have been modeled by a blind man. There nothing startling about her except her reputed speed. She was modeled after the fashion of the Swiss boats that run on Lake Geneva, and her builders stoutly asserted that she could put anything on the Hudson in her wake. She was there for the purpose of doing it. She was going to race with the Mary Powell as far as Sing Sing. The Mary Powell had never been passed by anything that floats in these waters. Her officers say she has done twenty-six miles an hour.

It was evident that people generally along the river front knew what was going on, and a number of gentlemen from Sing Sing were going up on the Mary Powell as far as West Point in order to witness the race. Whenever a gentleman from Sing Sing saw anyone who had money to bet on the Stiletto he talked business to him. At 3:20 the Mary Powell ran up to the pier. The crowd went on board and hastened forward to get good seats to see the sport. Mr. Gould, his son George, and John T. Terry had boarded the Atalanta and started up the river. The Stranger, Lucille, Skylark, and other steam yachts were under way. On board the Stiletto were John D. Herreshoff, Franklin Brandreth, Ralph Brandreth, Col. E. A. McAlpin, and F. D. Roberts. Mr. Franklin Brandreth was the gentleman for whose benefit the Stiletto was to be shown off. The Herreshoff Brothers built for him the steam yacht Camillia. Last year, in the regatta of the American yacht club, she won a leather medal by coming in last. Mr. Brandreth did not like that, and he is looking for a yacht that can come in first. So, whenever the Herreshoffs have a likely boat they put her through her paces for Mr. Brandreth's benefit. At 3:28 the Mary Powell got under way and started up the river.

"Are you ready for her?" the purser was asked.

"Oh, no," he said, smiling in a deprecating manner, we haven't done anything to get ready for her."

"That blamed little boat'll bust itself tryin' to beat us," remarked a deck hand.

"Where is the durned thing?" asked another.

She was running along smoothly just under the Mary Powell's starboard bow. At Forty-second street the two were even, and the Powell began to forge ahead. Then a man on the Stiletto's deck applied his mouth to a speaking tube, while Mr. Franklin Brandreth took off his hat, waved it in the air, and shouted:

"Well, good by!"

And good by it was. The next moment a great sweeping streak of silver foam was flung off the Stiletto's sheer, and a glistening, boiling white mass of spume shot out from under her sharp stern. A moment later two jets of water were shooting three feet into the air behind her, and her bow was cutting through the water like a bullet through the air. She gave a great leap forward, and every living soul on board the Mary Powell, from the captain in the wheel house down to the cook in the kitchen, opened his mouth and eyes, held his breath, and stared with the concentrated essence of his whole soul.

"Great Scott and huckleberries!" exclaimed a deck hand; "look at that!"

The Stiletto was simply walking away from the Mary Powell, and in a short time was 100 yards ahead of her. The 100 yards grew to 200, and then to 300. The Atalanta was gliding along ahead. The Stiletto rushed by her on the port side, and Mr. Gould gallantly gave her a salute with his gun. She responded with three base blasts of her whistle, and hurried along. She had no time to tarry. Other boats were passed as if they were standing still. When she was off Mr. Howard Jaffray's residence a pyrotechnic bomb went into the air from the shore and exploded with a loud report. Three more whistles from the little boat, and she sped along.

"Well, said the Mary Powell's captain, "we'll see how long she'll keep that up."

Down in the neighborhood of the steamboat's engine room things were lively. The engineer was watching his steam gauge, and running in and out to see where the yacht was. The firemen were ramming coal into the furnaces at a great rate. The Mary Powell is allowed to carry forty pounds of steam. At one time her gauge showed thirty-eight. It was no use, however. The little boat kept right on crawling away from her, and at Tarrytown light it was plain to see that the Stiletto was a winner. She was off Sing Sing at 4:45, having done the distance, a little less than thirty miles, in 1 hour and 17 minutes. The Mary Powell's time was 1 hour and 24 minutes. The little yacht was about two miles ahead of the steamboat. She ran into the wharf at Sing Sing while the Mary Powell saluted her with three whistles and went on up the river.

"What do you think of her?" one of the Powell people was asked.

"That's the first time anything ever passed the Mary Powell," was the answer. "That little boat can go like—like sheol."—*New York Times, June 11.*

[The Stiletto measures 45.56 gross and 22.78 net tons, has a compound condensing engine, 12 and 21 inch cylin ders by 12 inch stroke, capable of turning a four bladed screw 4 feet in diameter and 6½ feet pitch, 400 revolutions a minute. She has a sectional water tube boiler calculated to furnish steam for 450 horse power.

LITERARY NOTES.

THE JULY CENTURY—Two portraits of marked interest, in the July Century, are the frontispiece picture of Frederic Mistral and the full page portrait, after a daguerreotype, of Henry Clay. Not less striking than the portraits are the articles accompanying them. George Bancroft contributes a vivid sketch of Clay's personality, and Alphonse Daudet writes of his friend Mistral, the Provencal poet. Of timely importance is the Indo-Afghan paper, "The Gate of India," by W. L. Fawcett. It deals only briefly with the present political situation. A description of "George Eliot's County," by Miss G. Kingsley, is the opening illustrated paper. Others, are Dr. Edward Eggleston's paper on Social Life in the Colonies and an account of the explorations of the late "Frank Hatton in North Borneo," by his father, Joseph Hatton.

Two short stories accompany the installments of Mr. Howells's "Rise of Silas Lapham" and Henry James's "Bostonians." The war papers of the July number are profusely illustrated, and comprise a description of the Confederate pursuit during "McClellan's Change of Base," by General D. H. Hill; "Rear-Guard Fighting at Savage's Station," by General W. B. Franklin; "The Seven Days' Fighting about Richmond," by General James Longstreet; and points of minor interest in "Memoranda." In "Topics of the Time" are editorals, entitled "Twenty Years after the War," "The Blindness of Legislators," and "Dr. Edward Eggleston's Historical Papers."

ST. NICHOLAS FOR JULY has very properly a decidedly patriotic flavor. The number opens with an interesting sketch by Edward Eggleston, entitled "A School of Long Ago," in "Washington's First Correspondence,' we can read the first letter ever written by the Father of his Country; "Among the Law-makers" contains an instructive and entertaining description of the organization of our National Government from the time that the bell of Carpenter's Hall rang out the good news of the Declaration of Independence, which act is specially commemorated in a stirring poem, "The Liberty Bell" and in "A School Afloat," Ensign Gibbons, of the Navy, and Charles Barnard explain how patriotic American boys are made into practical American sailors.

Lieutenant Schwatka, tells us in "The Children of the Cold" of some young Americans who no doubt often indulge in snowball fighting on the Fourth of July,—while the third paper of the "Historic Girls" Series take us away back to the time of "Clotilda of Burgundy; the Girl of the French Vineyards;" and Mozart is the subject of this month's "From Bach to Wagner" biographette.

The frontispiece, entitled "The Pet Fawn," is from a drawing by Mary Hallock Foote, and there is a number of bright short stories and poems while the popular serial stories: "Driven back to Eden," by E. P. Roe; "His One Fault," by J. T. Trowbridge, and "Sheep or Silver?" by William M. Baker, all continue to increase in interest with each installment.

NEW WINDLASSES.

The American Ship Windlass Co. are building for Cramp's new steam yacht, a steam yacht windlass and a Providence pump brake windlass for the big yach building at Poillon's for Mr. Bush. Gen. B. F. Butler has given them the order to replace the windlass now on the America with one of their improved pump brake windlasses.

Frank A. Grater, for many years with the American Ship Windlass Co., of Providence, but during the past two years with the Manton Windlass and Steam Steerer Co., of Mansfield, Mass., has resumed his old position with the former company.